

GENERAL NEWS
OF INDUSTRIES

A Pittston special to the Philadelphia Times says: The underground escape of the living timber of the four miners whose rescue from the cave-in portion of the Northwest mine at Carbondale recalls a similar occurrence that took place in the same town in the first days of anthracite coal mining. The men who first opened the Northwest mine were James and John Hosi, and, by a strange coincidence, their father, John Hosi, one of the pioneer operators of the anthracite region, was the principal actor in it. Mr. Hosi, who died at Scranton some ten years ago, was widely known throughout the coal regions from Carbondale to Pottsville, as a man of the most quiet and retiring disposition, but of indomitable will and magnificent courage, that was splendidly demonstrated by his escape unaided from the cave-in of a mine located near the request of the Northwest colliery, the scene of last week's rescue. Mr. Hosi was assistant superintendent of the Delaware and Hudson Canal company's mines at Carbondale, and on Jan. 12, 1846, early in the morning, went into what was known as the No. 3 mine at the request of a fellow superintendent, to examine the workings, which were showing signs of a "squeeze," the technical term for an impending cave-in of the overlying rock strata. He had reached a point two miles distant from the mouth of the tunnel when, stepping down to allow the passage of a loaded car on its way out remained after it had gone by in the position which he had taken, waiting for the noise of the receding car to die out in order to detect, if possible, the cracking noises that were wont to precede an effort to experience the mine's condition by the use of coal workings. As he stood alongside of the track with his back against the pillar of coal that formed the side of the gangway, there came a sudden and fierce rush of air, and like a huge missile hurled from a mighty gun a loaded car from back in the mine was shot by him, a roaring, crashing sound as if the mountains were being hurled down for a second filled the air, and then Mr. Hosi found himself in the darkness of the blackest night, a prisoner surrounded by heaving and groaning rocks that threatened every instant to close down upon him, to crush the breath of life from his body.

Pressed between the fallen rocks and the bottom of the gangway, there was scarcely room left for his prostrate body. About forty acres of the overlying rock strata were hurled down upon him, with him fifteen other men of whom never again saw the light of day, the concussion of the fall killing them. Mr. Hosi, however, escaped instant death by the refuse coal which is ordinarily left on the bottom of the mine. As it was he was pressed between the fallen rocks and the bottom of the mine, with scarcely enough space for his prostrate body. In utter darkness, with nothing but his bare hands to work with, for twenty-four hours, every one of which seemed an age, he dug for his life, throwing behind him as he advanced the fallen debris and refuse coal upon which the fallen mass rested. His fingers were worn to the bone and bore the marks of his thrilling experience until the day of his death. At length he reached a place where he could stand up only to find, however, he was still inside the fall. He next attempted to reach an air shaft, but failed. It finally occurred to him that by following the break in the overhanging rock made next to the line of solid coal, he might work his way to the main entrance. Following up this thought he finally, after being literally buried in this little light for twenty-two hours, effected his escape. He had been given up for dead, as it was known he had stepped aside for the first car to pass, and had spoken to the mine driver as he was passing along just previous to the fall. As he emerged from his tomb he met a party of miners, before reaching the entrance, who had entered the mine for the purpose of digging for his body. Instead, they found a pretty live corpse in the person of Mr. Hosi himself approaching them. The news of his escape sent a thrill of joy throughout the country, and it would be impossible for pen to describe the feelings of the young wife who two months before had given her husband up for lost, when the glad tidings of his deliverance were borne to her.

The New York Commercial Advertiser speaks in favorable terms of the findings of two Delaware, Lackawanna and Western officials who have many friends in Scranton: "William Sloan, the general freight agent of the Delaware, Lackawanna and Western, resembles his distinguished father, Samuel Sloan, president of the company, in many respects. He has been well trained for the duties of his position, and displays the same conservatism and business instinct as his venerable sire. He is still young, and those who are in a position to know predict for him a brilliant career. W. F. Holwill makes but little noise, but makes his presence felt for all that. As the general passenger agent of the Delaware, Lackawanna and Western, road his duties are very important, and he fills the bill to the satisfaction of the officers of his road, as well as the public. Previous to his road becoming a trunk line his work was merely of a routine character, but he has kept pace with its development with remarkable skill and has surprised everybody by his complete mastery of the duties of his position."

MINOR INDUSTRIAL NOTES:
Edward H. Hohl, of Mauch Chunk, has been appointed chief inspector of watches and clocks for the Lehigh Valley railroad. Mr. Hohl is a son of George Hohl, of Easton.

Reports from the Pottsville mine state that the repairs to the mine are nearly completed and will probably be hoisted in a short time. They have had a dear experience with fire and water.

John Williams, who was superintendent for the Newport Coal company, at Lee, went to Lancaster borough on Friday, of last week, where he has accepted the position of mine foreman for the Haub company.

The Advance Coal company has sold its breaker, near Avondale, to Reynolds & Moyer of Kingston. A number of breakers have been made in and about the breaker, which has been idle for some time. It will resume operations this week and is expected that 300 tons of coal will be cleaned daily. The superintendent is George Schooner.

After many experiments the Reading Railroad company has commenced the use of bituminous coal in many of its engines. The change was resorted to on the score of economy. Two large iron barrows of bituminous coal to one of anthracite were used one day, and it was ascertained that the fire boxes in the engines selected for the burning of bituminous coal are small and well adapted for the new system of raising steam.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.
New York, Oct. 8.—The tendency of prices at the opening of the Stock Exchange was upward, but the improvement was checked by liberal offerings of American sugar. The stock was sold all day long, and at the close the price touched \$14, against \$6 early in the day. This is the lowest point reached since the current bear movement in the stock was inaugurated. The sales were 71,000 shares in a grand total for the entire list of 165,835 shares. The selling was based on the poor condition of the market for the sugar product, and the reports of cutting of prices at the west. Distilling and cattle feeding fell from 10 1/2 to 10, Chicago Gas fell from 74 1/2 to 73 1/2, and the price of corn declined 1 1/2 to 24. The heaviness of American sugar had an adverse influence on the railway list, and the Grangers were also attacked by the bears. The issues declined 3/4 to 1 1/2 per cent. Rock Island leading. Rumors of difficulties, blizzards in the northwest, etc., were used against the stock. Reading was weak and fell two points. The proposed reorganization is not gaining many friends here or abroad. The market in the closing hours was heavy at about the lowest prices of the day. Net changes show losses of 1/4 to 1 1/2 per cent. outside of Sugar, which declined 4 1/2 per cent. on the day.

CHICAGO BOARD OF TRADE PRICES.				
	Open.	High.	Low.	Close.
WHEAT.				
May.....	50 1/2	50 3/4	50 1/4	50 1/2
Dec.....	50 1/2	50 3/4	50 1/4	50 1/2
OATS.				
May.....	34 1/2	34 3/4	34 1/4	34 1/2
Dec.....	34 1/2	34 3/4	34 1/4	34 1/2
CORN.				
May.....	51 1/2	51 3/4	51 1/4	51 1/2
Dec.....	49 1/2	50 1/4	49 1/4	49 1/2
LARD.				
Jan.....	7 40	7 42	7 38	7 38 1/2
Feb.....	7 40	7 41	7 38	7 38 1/2
PORK.				
Jan.....	12 70	12 92	12 67	12 67 1/2
Feb.....	12 70	12 75	12 67	12 75